The opening of our doors this morning ushered in a most remarkable sale—our Midsummer Clearance Sale of Furniture. The reign of this event affects every article under the roofs of our great stores. It's a sale of magnitude, and its power will increase with the elapse of every day's selling. Radical reductions are evident throughout. Washington and its vicinity will display the most intense interest in this occasion by the time such offers as shown in this advertisement are known. "Good news" travels, and such as this could not glide about with too much celerity. We never claim your attention without deserving it, and for the time this Clearance Sale is in vogue you can depend upon a series of unprecedented bargaining. There's nothing you want in our line that isn't the lowest priced in town, "barring any ifs and ands." These prices do not hinder you from having them charged. Pay as you please suits us. It'll surely be mutual with you.

Clearance Sale prices have struck this stock pretty heavy. Every bed in the store has been reduced, and this means a big bargain. As an educable illustration, a Heavy White Enamiled Brass-trimmed Bed—the same as others are

he same as others are elling at \$4.50. Clear-once Sale Price—Cash or \$2.98

Baby Carriages that'll delight the heart of every mother for carrying their youngsters. I wo specials for your selection: A pretty Rattan Baby Carriage, egular \$5.50 value. Clear-mer Sale Price—Cash or Tredity

Hardwood Chairs, with high, carved backs. Sold everywhere for 75c. Clearance Sale Price—Cash or Credit.

A Mirror bargain worth looking into. It's another sensation from this Clearing Sale. Very large, handsome 6-inch glit frame and French plate mirror (18x40), Clearance Sale Price—Cash or Credit

Improve the appearance of your dining room with a new Sideboard. Here's one, for example, made of golden oak finish, elegantly carved, bevel plate glass, lined drawers. Worth \$11.0.75

Price—Cash or Credit.

Extra, biggest bargain in Furniture retailing. You could not buy this Rocker anywhere in the United States under \$1.50. We have been sell-ing carloads for \$1.25. But to add to the in-

Fancy Matting, Sc. yard. Heavy China Matting, 12½c. yard. Extra quality Japanese Matting, 15c. yard. Fine Damask Matting, 22½c. yard. (All Carpets and Mattings laid free.)

PETTIT,

Burker Budget & Co

Wash Waists.

Whatever you fancy and whatever is right, to be sure you'll find it here. For tomorrow and the balance of the week we quote specially reduced prices:

A line of Waists that have sold for \$2.50, \$3 and some in the lot as high as \$3.75. Choice

Regular \$1 and \$1.25 Shirt Waists..... 45C.

Regular \$1.50 and \$1.75 Shirt Waists at. . 95C.

Organdy Dresses.

In order to reduce this stock considerably, we of-fer for a limited time every Organdy Dress in the house at a reduction of 20 per cent.

Tailored Suits for Women At Half Price.

An inexhaustible subject and apparently one of inexhaustible interest to you. Lately we have been offering some excellent Suits-in fact, some of the choicest of the season's productions-at close on to half price. The lots have been strengthened through a special purchase and the prices are made more inviting than ever.

\$14.75 for Suits that would sell up to \$30.00. \$18.75 for Suits that have sold up to \$35.00. \$24.50 for Suits that have sold up to \$47.50. \$37.50 for Suits that have sold up to \$65.00. \$10.85 for Suits that have sold up to \$18.50.

Women's Jackets at Half Price.

Choice of any Jacket in the entire stock at exactly

Parker, Bridget & Co.,

Head-to-Foot Outfitters, Pa. Ave. and 9th St.

NEW YORK'S MAIL BOAT.

How the Postmaster General Facilitates the Delivery of European Mail. From the New York Herald

A little white steamer with a red smoke stack may often be seen sprinting up or down New York harbor, or the Hudson river, as if it were trying to run away from the world. This little steamer is the Postmaster General. This high-sounding title is that of the boat which meets every transatlantic steamer that carries mail at or below Quarantine. From the big steamships the little steamer takes all the mail ! there is, and then, while running at a speed of eighteen miles an hour, the sacks are assorted by postal clerks all ready for landing at pler 13, at the foot of Cortlandt street, at the Pennsylvania pier in

Jersey City and at the foot of West 42d street, New York.

The object of all this hurrying about is to expedite the journey of foreign mall, not only to New York city, but all over the United States. Formerly the post office officials waited until the steamships were safely tied up at their piers. safely tied up at their piers, and then big wagons carried the mail to the New York general post office, where it was sorted and then transhipped to its destination. As the great bulk of the mail that crosses the Atlantic from Europe to this country comes through New York city this was quite a task. The delay in transhipment was The delay in transshipment was something such that it was the castest thing in the world for a letter to miss a mail connection that meant a delay of

twenty-four hours.

This is, what led to the creation of the as great an extent as possible, the mail is sorted and sacked aboard the ocean liners. Then it is ready for the Postmaster Gen-eral. The little steamer lies at pier 13 and waits until the post office officials notify it that a mail steamer has been sighted of

It takes from three to four hours for a steamship to make the trip from the time the Fire island lookout sees her to Quarantine. Capt. Butler of the Postmaster General, who is the commodore of the steamboat men in New York waters, makes due allowance for this, and at the proper due allowance for this, and at the proper time, with a force of clerks and porters from the general post office, starts down the bay to meet the incoming steamer at

nels are seen off Fort Wadsworth the Postmaster General is making a wide circle preparatory to steaming alongside the big The finer slows up, but does no flop, and the smaller boat gets quickly in-to position, fenders are put out, lines thrown, and both steam to Quarantine, This is where the hard work begins on board the mail boat. The center section of the upper part of the Postmaster Gen-eral lifts up like a trap door, and through

the steamer, and it is clear of any obstruction from the engine room forward to the entrance aft to the fo'c's'le. Here the mail

entrance aft to the fo'c's'le. Here the mail has all been piled in readiness.

"All fast." says the officer of the liner.

"Ready. Let 'er go," Capt. Butler says, and by the aid of two sturdy seamen on the liner the bags are lifted into the chute and shot down into the big hold of the Bootmaster General.

and shot down into the big hold of the Postmaster General.

As fast as the sacks come down the chute the porters drag them away and the postal clerks sort and list them. Sometimes there are not more than 300 sacks, and again there are 1,800. When there is a sacre is a sacre bears and list impossible to sort it. very heavy mail it is impossible to sort it all as it comes into the hold. As quick as the last sack is off the liner the chute is unrigged, lines are cast off, and the Post-master General steams up the bay, follow-ed by the liner. It would seem that the liner should make better time than the smaller boat, but she never does.

By the time the Postmaster General

By the time the Postmaster General counds the battery into the North river the sorting is finished. When the first landsorting is finished. When the first landing, pier 12, is reached, the mail for New York city proper is loaded on baggage trucks and pushed upon the pier, where it is placed in waiting mail wagons. As soon as it is off the boat the Postmaster-General tarts for the second landing, the Pennsy varia pler, at Jersey City, where mail for the south and all states that can be most quickly reached from this point is turned over to another set of officials. Then the mail boat proceeds to the third landing, at the foot of West 42d street, New York, and there yields the last of the cargo, all the

there yields the last of the cargo, all the mail that is to go out on trains that leave the Grand Central station.

All that has been told from the time of the meeting of the steamers up to the end of the task at 42d street consumes on an average one hour and thirty minutes. The ime it saves in the delivery of letters vales from four hours to two days, accord-ing to the location of the destination of the nail. It frequently enables the business men of New York to get their foreign letters withm three hours after the li reaches Quarantine, where, under the it was always necessary to wait until the following day. There is no other place in the world where the mail is ex-pedited in this fashion, and the Postmaster General is the only representative of her

A Natural Inference.

From the Kansas City Star. "Do you work on a magazine?" asked her younger brother.

"No! I am a newspaper man, though. "Well, sis said last night that she hadn't seen you for a week and wondered what had become of you. Then pop spoke up and said he guessed you were on a peri-odical." Why did you ask?"

of the upper part of the Postmaster General lifts up like a trap door, and through this hatchway a chute is rigged to the hurricane deck of the liner. This is what the landsman would call the first deck of The total figure was \$1,563,000.

ITALY'S NAVY IS WEAK. Startling Disclosures Made in a Report Recently Filed.

Much comment and discussion has been aroused here by the recent declarations of Minister Palumbo regarding the seriously defective state of the Italian navy at present, despite the enormous expenditures lavished upon its maintenance during the last few years. The report of Signor Randaccio on the

balance of the navy, which has been submitted to an examination on the part of the governmental board, has shown the real state of affairs to be even worse than it was thought to be. The board was so impressed by Signor Randaccio's report that it has considered it a duty to make a mi-It has considered it a duty to make a minute and careful examination of each of Randaccio's various affirmations. Although the result of its inquest is as yet unpublished as a whole, and may be liable to some modifications before being-made public, several facts have leaked out and have appeared in the first Italian papers as to the effective conditions of the navy at present. For instance, the following statements of Signor Randaccio have been recognized of Signor Randaccio have been recognized and proved by the board of examination: "The ships Saint-Bon and Filiberto (when these two are launched and ready), Re Umberto, Sicilia and Sardegna are battle ships fit to stand in the first line; the Andrea Doria, Lauria, Morosini and Dandalo, Doria, Lauria, Morosini and Dandalo, though ranking as first-class, are not in a condition at the present moment to be considered as such. The Garibaldi, Varese, and Vittor Pisani (when launched and ready) are all three fine cruisers, which in case of war could be classed with the abovenamed battle ships. The Carlo Alberto would be a good type of cruiser if certain modifications and changes were made in her armament.

already in commission, more or less good, another to be ready in a few months, four more in a year or eighteen months (twelve in all), a thirteenth to be ready in three years, and two more in four, according to present appropriations and orders. The well-known Dinlio, on account of the bad state of her boilers and machinery, and the deficient and antiquated type of her arma-ment, is no longer fit to take part in a modern fight, nor is she fit to be transformed into a first-class battle ship, as has been proposed with the Dandalo. She is to be classed now as a coast-guard ship, for the

defense of Spezia.

The Italia and the Lepanto, on account of their slight armor, are not fit to stand even against small armored vessels of slight power. The Lepanto can still be used as a ccast guard, the Italia only as a floating battery. The Affondatore, Ancona, Maria Pia, Castelfidardo and San Martino can only be considered as coast guards. The Marco Polo, although an armored cruiser, cannot be classed with the ships of the first class. All the five ships of the fourth class and the nine of the fifth are only fit for transports and for representatives at foreign stations, or else as coasting cruisers. The ships of the sixth class cannot be used with any advantage, and the two of the seventh class are absolutely useless.

The five torpedo boats of the first class cannot be used in active service except with

extereme prudence, and of the 153 smaller ones belonging to the navy only 80 are in good condition, and these are eleven years old. These also could only be used in coast defense, and the appearance of a few destroyers would render them useless as well. Of the large ships now in course of conready shortly, the Ammiraglio Saint-Bon in the autumn, the Vittor Pisani this month, the Garibaldi and Verese in December, the Regina Margherita and Benedetto Brin in the spring of 1904, the Ferruccio in February or March, 1902. With these facts in hand, the position of Italy at the present moment, among the naval powers world, is certainly not a very powerful one, and much lower than it has generally been considered. In case of war but three of the fine ships now building could possibly be made available, and the defects of the older boats would be brought even more prominently into notice. Meanwhile hte publication of the report of the board of prominently investigation is awaited with interest by the various European nations.

BAD ROADS ARE COSTLY.

They Cause an Annual Expenditure of About \$600,000,000. From the New York World.

General Roy Stone figures out that there are 1,500,000 miles of public road in the United States, over which 500,000,000 tons of freight are hauled every year. Putting the average haul at eight milesthough this is probably an overestimatehe figures the cost of carting at \$2 a ton, or \$1,000,000,000, the year.

With uniformly good roads the cost of moving this freight would be only \$400 .-000,000, saving \$600,000,000 to the public annually. This is equivalent to the yearly interest on \$20,000,000,000 at 3 per cent government bonds.

One-half of this almost inconceivably vast sum would rebuild every mile of road in the United States at an average cost of, say, \$6,166 per mile, and the other half would furnish a yearly income of \$200 per mile for their repair and maintenance. At present the people spend the vast sum of \$20,000,000 each year in repairing their worthless roads. This sum would build worthless roads. This sum would build 4,000 miles of thoroughly good macadam

cultural station show that in nearly all road conditions broad-tired wagons casier than those with narrow tires. On macadam road a load of 2,518 pounds can be hauled on broad tires with the same draught as a load of 2,000 pounds on nar-row ones. On gravel road, except when row ones. On gravel road, except when wet and sloppy on top, the draught of the broad-tired wagon is much less than that of the narrow-tired wagon; a load of 2,482 pounds can be hauled on broad tires with the draught required for 2,000 pounds on

narrow tires.

The trials on dirt roads give varying results. When it is dry, hard and free from dust 2,530 pounds can be hauled on broad tires with the draught required for 2,000 pounds on narrow tires. When the surface is covered with two or three inches of dry, loose dust the results are unfavora-ble to the broad tire.

In general, the better the road the greater the advantage of the broad tire. On turf it is much easier of draught.

Mme. Annette Howler has gone to Turkey to practice dentistry in the harem of the sultan. She studied dentistry in this country. Heretofore, because of the strict exclusion of men, the harem has had no dentist, and the ladies are reported to be sadly in need of one.

ELECTRIC LINES IN MARSEILLES. Concessions Which Revert to the City Robert P. Skinner, United States consul

at Marselles, France, writes to the State Department regarding electric traction in

Marseilles: "Several inquiries have recently been sent to the consulate at Marseilles concerning

passenger transit, concessions, rates of fare and possibilities open to investors. In reply to these, and for the benefit of the public, it may be said that shortly before the writer took charge of this post a convention was concluded between the city and the Compagnie Generale Francaise de Tramways of Paris, whereby the latter secured a concession for the principal streets of the municipality. The concessionnaires are now revolutionizing the traction system of the city, and in the course of the year electric motors will be in operation on every important thoroughfare. "Until the present time Marseilles has

had an inadequate service of horse cars and omnibuses. Under the new order of things many of the omnibus lines will continue. for a time at least, but the horse cars will be retired. The concession will expire on December 31, 1950, aird, as required by French practice, it has been ratified by both the city and the state. The system of traction is known here as the Dickinson overhead trailey. The company is obliged overhead troiley. The company is obliged to replace in perfect forder, and to pave when necessary, the stricted of the streets ensured between tracks, including the space between double tracks, and an adultional strip thirty-five centimeters (fourteen inches) wide along each outside rail. nches) wide along each outside rail.

"At the present time, the fares on various lines are regulated by distance. In the heart of the city, the usual fare is ten centimes (two cents), and for longer rides as much as forty centimes. When the electric lines are installed, the uniform fare of ten centimes only will be aboved. To the city centimes only will be sharged. To the city the company will pay an annual fee of 100,000 francs (\$19,300] for the use of the streets, and when the gross receipts for a year aggregate 7,000,000 frances, a supplementary fee will be paid as follows: For the eighth million, 40,000 francs (\$7,720); for the ninth million, 50,000 francs (\$9,650); for the tenth million, 60,000 francs (\$11,580,) and for every million over ten, 60,000 francs. "Electric trains will not be composed of train must not be over 36 meters (118 feet),

and the speed must not exceed twenty kilometers (12.42 miles) per hour.
"Upon the expiration of the concession, the state will become the owner of the tracks and appurtenances, and all property of the concessionnaries located on the public domain; and during the last five years of the concession, should it appear that the operating company fails to maintain the property in good condition, the state reserves the right to seize all the company's revenues for the purpose of keeping up the same. The state will have the right to take all rolling stock, tools and similar movable property at a valua-tion fixed by experts, but will be under no obligation to buy more than suits its pur-poses or wishes. Upon the termination of the concession, should the state deem it useless to continue the operation of certain lines, the concessionnaires will be required to remove their tracks and restore the

streets to their original condition. "The state reserves the right to purchase its concession at any time. The price, in such event, will be fixed by the net annual revenue of the seven preceding years, including the fees paid to the city. From the total thus obtained will be deducted the net revenue of the two least profitable years, and the average of the five remaining years will stand as the amount of an annuity, to be paid to the concessionnaires during each unexpired year of the revoked

BIDS FOR STREET LIGHTING.

Proposals Opened Today at the District Building. The following bids have been received by the District Commissioners for lighting the

District with gas and electricity during the coming fiscal year: Washington Gas Light Company, for 4.000 gas lamps east of Rock creek, \$20 per

lamp per annum, and the same price for the 106 lamps in Eckington and West Eck-Ington.

Georgetown Gas Light Company, for 400 gas lamps west of Rock creek, \$20 per annum. United States Electric Lighting Company, 91.25 per annum for each are light in the territory now lighted by the company, \$20 for each incandescent lamp and \$19.50 for each additional incandescent lamp.

The figures of the Potomac Electric Power

Company were the same as those of the United States Company A Brewing Constany's Bonds. In response to summons, attorneys for

the Baltimore Trust and Guarantee Conpany and the Consumers's Brewing Company appeared this mornitis in Alexandria before Special Master John S. Powell, who was appointed by the eastern Virginia cirwas appointed by the eastern Virginia circuit court in the equity suit between the
above named companies. Which the first
named is complainant, to ascertain and report on the number of bonds issued under
the mortgage referred to in the bill of complaint; also to estimate alreasonable compensation for the services of the complainant in the cause. The investigation
will be continued tomorrow.

Anglo-German Treaty Referred. BERLIN, June 19.—In the reichstag today the Anglo-German treaty was referred to a committee of twenty-one members.

Bieyele Club Elects Officers.

The annual meeting of the stockholders of the Park Bicycle Club of the District of Columbia was held in Alexandria this afternoon. Reports of the officials show the club to be in a successful condition, with favorable outlook on account of general in-terest in bicycle racing. The following di-John D. Lasley, Edwin C. Clark, W. Jose, John D. Lasley, Edwin C. Clark, W. Jose, E. H. Neumeyer, Jr., and R. Jose. The following were the officers chosen; J. D. Lasley, president; E. H. Neumeyer, jr., vice president; E. C. Clark, treasurer, and W. Jose, secretary and manager.

Fire in Allen's wholesale grocery Fire in Allen's wholesale grocery at Omaha damaged stock to the extent of \$100,000. A magazine filled with powder, which the firemen were moving to a place of safety, exploded, and eleven firemen, including the chief, were injured, two seriously.

GOSSIP FROM GOTHAM

Chairman Mazet Discusses Results of Committee's Investigation.

UNITED EFFORT TO DOWN TAMMANY

Municipal Legislation Asked in the Servant Question.

INTERNATIONAL ATHLETICS

Special Correspondence of The Evening Star, NEW YORK, June 18, 1899.

The democrats are making considerable comment about the adjournment of the Mazet committee until August 1. It has even been suggested that the committee would not meet again. Chairman Mazet, in view of these comments and suggestions, was asked what he thought the committee had accomplished, why the committee had taken such a long adjournment and what more the committee hoped to do? Chairman Mazet said the reason for the

long adjournment was that the members of the committee, who were serving without pay, had personal business to attend to and likewise vacation plans to carry out. "We did not stop for lack of material," he said, "but as a matter of convenience

We have demonstrated that under the Tammany administration in this city pub-lic affairs are taking a downward trend. I do not say this as a republican, but as a citizen of New York, for as such I recognize the fact that greater questions than those which are involved in political par-tisanship have now to be settled. We have demonstrated that something is radically wrong in the building department and in the department of taxes and assessments, and we have shown. I think, that matters are not going as they should in other de-partments. Of course we have only started on our work, and the fact that we have been able to draw public attention to it and create discussion is to my mind in it-self justification for the existence of the committee. We will convene again on August 1 and push along the same line. Of course our fight has been against Tam-many. We think we have shown that Tam-many domination does not mean democratic domination, for we have the upmost respect for democrats. We hope to make it evident that the best democrats of New York are not in Tammany Hall. They say York are not in Tammany Hail. They say this is a partisan investigation. Yes, it is, as all investigations are partisan, but the Mazet committee will sit as long as its powers continue, for the sole purpose of bringing to light those defects in the system of government in New York city which can be remedied by legislation."

To Unite Against Tammany.

According to ex-Congressman Lemuel E. Quigg, chairman of the New York county republican committee, plans are being made to unite all the anti-Tammany forces this fall. It is said that an earnest effort is to be made to elect local officials who believe that public office is a trust to be administered for public good, and not a favor accepted for the joint benefit of a non-resident boss and the recipient. Mr. Quigg states that while no formal conferences have yet been held with the Citizens' Union have yet been held with the Citizens' Union people, informal talks give the utmost encouragement for ultimate success. In indicating the method to be pursued to achieve the desired result, he advises the nomination of men for members of assem-bly, for aldermen and for county officers alone who are acceptable to the independents. He deprecates any parceling out of offices among the various bodies which are to unite to obtain clean government as revolting and unsatisfactory to all. He took pains to say that he did not mean that only epublicans should be nominated to office. His idea is that the representatives of decent sentiment in the republican party and outside of it ought to consult as to the best means of promoting the common weal and electing officers who have a higher interest to serve than that of any boss.

The Servant Question.

noxious in this city that a petition has been presented to the board of aldermen asking the municipality to start an investigation. he petition starts off:
"We respectfully request that the munici-

pal assembly cause an investigation into existing conditions, with a view of bettering the general surroundings of hired help, of creating between mistress and servant a more thorough appreciation of the necessity and advantage of mutual inerest and of protecting each against un fairness and injustice practiced by one against the other. We submit: That laws should be formulated which will provide a system-such as is in vogue in Europe in a system—such as is in voget in Europe in many places—by which each applicant for a servant's position can and must present credentials as to character, etc., duly and honest and faithful, and minimize the number of dishonest and faithless. That will afford to all domestics every right in equity and law that the mistress enjoys, yet will not give the former more consideration and privilege than is accorded to the latter. That the entire subject of mistress and servant be looked into from an impartial standpoint, in order that both may have the benefits and advantages which modifi-cations of existing law will afford, based upon testimony of the experience in each and both sides of this much-mooted public

The petition also sets forth the particular objects for which the corporation was formed, namely: "To procure proper and suitable positions or employment for servants who are members, according to their." ability, etc. To provide suitable and propbers; to advance the friendly intercours between employer and employe; to operate and maintain a school wherein cooking and kitchen work are taught." The board of aldermen adopted a resolution instructing the law committee to consider the matter.

Anent Intercollegiate Athletics.

Whatever the result of the coming inter

national athletic games between Yale and Harvard and Oxford and Cambridge, to be decided at the Queen's Club, London, on July 22, may be, the affair will at least have a tendency to promote even a more friendly feeling than at present exists beween this quartet of leading universities. Regarding the final outcome of the games it certainly appears as though the foreign rs are having decidedly the best end of the has been substituted for putting the shot is an important point in favor of the for-eigners. Their middle-distance runners are considered a shade faster than either Yale's or Harvard's best men, while had the weight event been included the Americans would have had a certainty of win ning there at least. But setting aside the relative ability of the factions, there is another element which is sure to seriously nilitate against the untimate succ athletes from Cambridge and New Haven It will be remembered that the men on thi side are to sail in the early part of July, and after arriving in Great Britain will have but two weeks to train and condition but two weeks to train and condition themselves. This short period is almost certain to impair the visitors somewhat. By July 22 the climate will be affecting them a trifle, and under the circumstances it will indeed be remarkable if they do hemselves justice.

By Monday most of the Harvard and Yale athletes who have been selected to make the trip will be found at the training table. They were set back considerably in their training last week, due to the oppres-sive heat. Harvard and Yale intend sendtheir training last week, due to the oppressive heat. Harvard and Yale intend sending the best two men in each event, regardless of college. This arrangement, however, will result in a pretty even division numerically, although the crimson may have a few more. In the dashes there will be an equal division between Blount and Quinlan, and in the hurdles between Fox and Fincke. Harvard is to have both men in the high jump with Rice and Rotch, while in the broad jump it looks as though Yale would again be shut out by Daly and Morse. In the hammer also Boal and Clark appear to overtop Yale's best performers. In the quarter the New Haven college will probably have Boardman and Fisher, but in the half there is Burke and probably Adams will be the crimson selection. In the long-distance events Yale will be well represented, but even so the probable division gives Harvard three or four more men. There will be extra athletes to make the journey, and these are likely to be from Yale.

Class Day Exercises Held This Morning at Western High School.

A Large Attendance of Parents and Friends of the Students-

Pleasing Program.

The annual class day exercises of the Western High School were held this forenoon, marking the practical closing of the school for the year. The exercises were held in the assembly room on the first floor and in honor of the occasion the stage was prettily decorated with flowers and potted plants. A large number of the friends and parents of the pupils attended. The program opened at 10 o'clock, and continued for nearly two hours, and at the end of that period the guests passed through the rooms, inspecting the building and viewing the blue prints of the girls of the gymnastum class, which were tacked on the

nastum class, which were tacked on the wall along the corridor.

The program in the assembly hall opened with the rendition of "The Arrow and the Song," by Sawyer, and "The Posey," an octet. The singers consisted of Misses Rittenhouse, class of '99; Cobaugh, class of '99; Wetch, '01; Holtzclaw, '02; McKee, '99; Hoffman, '99; Hennick, '98, and Clokey, '02.

The class history was read by Miss Fenton, '99. It was a complete resume of the happenings in the class since '95, the commencement of the term of the present graduating class. A solo, "Ava Maria," Millard, was rendered by Miss Hennick, '98.

The Prophecy.

The Prophecy.

The class prophecy was composed and read by Miss Baker, '99, and was a pleasing production. She pictured each one of the forty-two members of the class, not neglecting a single student, as they may be twenty years hence. The ludicrous side was presented, and the prophecy was a clever production. During the course of the reading the author presented an appropriate gift to each member of the class

The second part of the class.

The second part of the program opened with Mendelssohn's "The Maid of Ganges" and Schubert's "Hedge Roses," rendered as a duet by Misses Welch and Holtzclaw. The class poem was read by Mr. Hilton,

Valedictory Address.

A solo by Ardite, readered by Miss Cobaugh, '99, was followed by the valedictory, which was delivered by Miss Isabel Curriden, '99, who said:

"Today we, the class of '99, assemble for the last time as a class. This cannot help but be a saddening reflection to all of us. for it means the severing of ties that have for it means the severing of ties that have become very dear and binding. Our thoughts go back to the day we first entered the High School, the 'old Western,' it was then. What children we were four years ago, and how important we felt that first day of High School life, when we entered the big study hall at the Curtis! And how soon our pride had its fall when the upper classes caught sight of us and commenced to applaud! Shall we ever forget the shudto applaud! Shall we ever forget the shud-der of horror we felt when Miss Wescott announced from the platform that 'the announced from the platform that 'the first-year classes will have an algebra test today?' How long ago that seems now to us who are about to separate forever! Through these four long, eventful years we have come, and now we have completed the course and must take our leave.

"And to you, our faculty, we turn first in bidding farewell. Would that we could utter all our appreciation of your kind care, of your heip and of the time you have bestowed upon us. Doubtless we have often been 'a thorn in the flesh' and perhaps you have all echoed that little verse Miss Wescott has read occasionally in the morning.

cott has read occasionally in the morning, 'Deliver me from the naughty children,' but I am sure the regret at parting is mutual and that 'with all our faults' you

love us still.
"To our principal, who has been the inspiration of all that is good and noble, and who always held before us high ideals, which we shall cherish throughout our entire life, and to each one of you who have done so much for us, we say farewell!

Words of Advice. To you, freshmen, sophomores and jun-

have endeavored to keep before you the example of what a class should be in a school spirit, enthusiasm and loyalty. We have kept the dear old Western's name well to the front in the field of athletics, of drama and of learning (let us hope). From our number Company H had this year the finest set of officers in the regiment, and to them is due in great measure the splendidly drilled company of which we were so proud. From our number also has come the editor who has made our school paper better than it ever was before. All the interests which we have cherished so long, and which we must now relinquish, we turn over to you, in the earnest hope that you will carry them on with true Western spirit, amaze the faculty with your studi-ousness, and do even more than we have done in athletics; that you will win the drill next year we shall earnestly hope. Rest assured that, although we may not be with you in person, we will always take the deepest interest in your efforts, for to us the Western's always right; but, right

or wrong, the Western.
So, fellow classmates, have I, as your valedictorian, said farewell in your be-half to the faculty and to those who will fill our places. Honored by the task you have thus imposed upon me I would, for myself, express the gratitude in my heart for all your kindnesses in the years we have been together. We have been associated in work and pleasure through four happy years, and their end finds us a band of true and tried friends as well as schoolmates. May these friendships grow strong er instead of weaker through the coming years, cheering and always inspiring us to our best; and as Tiny Tim would say: "May God bless us, every one."

Principal's Address.

At the close of the first part of the program Miss Westcott, the principal of the school, was called upon for an address. She responded, congratulating the members of the class of '99 and wishing for them all a bright and happy future. She thanked the friends of the school for their attendance on the occasion. The program closed with the rendition of the class song, composed by Mr. Hilton, which was arranged to the air of 'Don Jose."

The officers of the class of '99 are: Mr

Solyom, president; Miss Curriden, first vice president; Mr. Kleinschmidt, second vice president; Miss King, secretary; Mr. Hirst, treasurer. The class representatives are Miss Baker and Miss Fenton.

OFFER TO PURCHASE.

Proposition for Control of Great Falls Ice Company. Stockholders of the Great Falls Ice Com-

oany today received a letter, signed by one of the stockholders of the company, stating that the American Ice Company, which is known in this city as the Knickerbocker Ice Company, had made an offer to pur chase a control or all of the stock of the company at \$175 per share. The letter points out the probability in the near future of an ice war, now that the ice business of the city is practically controlled by these two concerns, and, it is added, in that event the stock of the company will not be worth as much as it is at present. In con-clusion, the writer of the letter states that the intends to accept this offer and advises other stockholders to do the same. He requests those who decide to accept to send their names to the secretary of the company. It is stated that this action cannot be considered offered as the directory. the company have not authorized it.

It is further said this is the highest price yet offered, as the previous offer from the same parties of \$200 per share was only for

Appeal for Restraining Order. Suit in equity was instituted today by Chester A. Show, through Attorneys R. Ross Perry & Son, against Edward G. Siggers, to have the defendant restrained from advertising or representing himself to be the successor of the firm of C. A. Snow & Co. The proceeding is the outcome of certain dissolution of partnership ar-

Rev. Dr. Wood, former president of the London Wesleyan conference, is dead.

PARTING OF THE WAYS ON AGRICULTURE

Testimony Before the Industrial Commission Today.

National Bank Law and High Railroad Rate the Cause

DECLINE IN COTTON

The industrial commission began today the examination of agricultural witnesses from the southern states, the first witness being Mr. James Barrett of Augusta, Ga., general vice president of the State Agricultural Society.

The commission at the close of the testimony to be taken during the coming week will discontinue its investigations in the city and the subcommissions, with the exception of that on transportation, will pursue independent investigations. These subcommissions are on agriculture, on manufacturing and on mining, and their mem-bers will travel in such parts of the coun-try as they desire in order to get informa-

tion they wish.

Senator Tillman, who was invited to testify before the commission tomorrow, has written that he cannot be present then and he has been asked to name some other day on which he can appear.

Worse Than They Have Ever Been. Mr. Barrett, the witness today, testified specially concerning the conditions in Georgia. He said that agricultural conditions in the south are now worse than they have ever been.

There is a natural increase of agricultural laborers in the south, but there is no immi-gration there. Immigration is prevented by the low rate of wages paid. Negro labor is very generally confined to the farm, and is very generally confined to the farm, and in the south there is a disposition to exclude negroes from the mechanical pursuits. These laborers, hired by the month, are paid \$6 a month and his house and "keep." When cotton picking time comes he is paid from thirty to forty cents a hundred for cotton picked, and the negro will pick from 100 to 125 pounds a day. Labor at \$3 a month will allow the raising of cotton at four cents a pound, which is now the price in the market, but labor at \$6 a month will not permit the industry except at a loss. The country stores charge the credit cus-tomers a profit of 50 or 100 per cent on what they sell, credit usually being for not more than four months. The poor cotton raiser has to pay 8 per cent on money he borrows, and promises to send his ten bales of cotton to the lender to be sold and to pay a commission of \$1.50. If he is prevented from raising ten bales he has to pay the commission anyway.

National Bank Law the Cause.

The great trouble in the south, he said. was from the fact that the national bank act prevented those banks lending money on real estate security. This "outlawing of the land as a security" he believed to be the reason why money cannot be gotten cheaply in the south.

"The national bank law," he said, "has done more to injure the agriculturists in the south than any legislation enacted by the government."

Nine-tenths of the cotton crop is mort-gaged before it is picked, and that fact makes it necessary to sell the cotton when picked and that depresses its price.

The cotton mills of Georgia are being op-erated almost exclusively by southern people. The operatives are native whites, and even the superintendents, who went south when the mills were established, are being displaced by southerners.

The witness said railroad rates are high in Georgia. Politics in Public Schools.

His own town of Augusta, Ga., was rated by the last census as the most illiterate city of the country. The trouble with the pubfors, who will succeed us and pursue the lic schools was that there was too much course we have finished, we would say a few words of advice now in parting. We politics in them. The same facilities are given to both white and colored children for education. Agriculture conditions in Georgia would be improved if the natio bank law would allow real estate security for loans by such banks and also through

the government ownership of railroads.

The witness had diversified his crop. Formerly he raised 200 bales of cotton, now he raises but ten or twelve bales, the balance of the land he cultivates being in truck gardening, but he had made no money by t. At one time all about his section of the tata watermelons were raised. Now, pracically, no watermelons are planted, for the reason that high railroad rates prevented hem from getting the crop to the northern

markets.

They had but two banks in his county, and they charge ten per cent for a loan of three months. That amounted to forty per cent, and before they had two banks they paid about fifty per cent per annum.

PROPOSED CURRENCY LEGISLATION. Senate Committee in Line With Cau-

cus Committee Views. Information has reached the Treasury Department from the Senate committee which is now considering the subject of currency legislation. The republicans of the Senate committee take about the same view as the republicans of the House committee, which met at Atlantic City in April, and there will be little difficulty, it is said, in getting together upon a program for currency legislation. This is gratifying to some of the treasury officials, who have

long been tooking for some remedial legis-The conclusion reached by the Senate committee is that whatever legislation undertaken should aim at taking out the hands of the Secretary of the at any future time the power to drop the country to a silver basis. This will be accountry to a silver basis. This will be accomplished by direct legislation defining
the sort of money in which government
obligations are due, so that it will not be
left to the Secretary of the Treasury to decide which metal shall be the standard of
ultimate redemption. This will firmly establish the gold standard.

The second object aimed at will be the extangles of the pational handing laws in re-

The second object aimed at win be the extension of the national banking laws in regard to bank note circulation.

These conclusions are essentially the same as those reached by the House committee.

Nothing remains to be done but the per-

fecting of details.

Republican leaders recognize that conditions are peculiarly favorable for the pastions are peculiarly favorable for the pas-sage of such legislation at the coming ses-sion of Congress. In the Senate, where financial measures usually have a hard road to travel, the republican majority is so preponderatingly large that the party can pass anything it agrees upon. In the House, although the republican majority is slight, a measure which has the party backing can be pushed to a prompt vote. It is frequently pointed out that if these con-ditions were reversed it might be difficult ditions were reversed it might be difficult to get through even so simple a measure of fiscal reform as that proposed.

MISMATED COUPLES.

Applications for Divorce Filed - Decrees in Several Cases.

Proceedings for divorce were today in stituted by Sarah Elizabeth English against Lucius O. English, Attorneys Wolf and Rosenberg representing the petitioner. The couple were married October 17, 1893. The allegation is made that the defendant has been guilty of many acts of misconduct, cruelty and inhuman treatment.

Attorneys Bigelow and Bigelow, appearing for Nellie J. Wolfe, today filed suit in her behalf against Clement B. Wolfe, for maintenance and support. The defendant, it is explained, is employed in the civil ser-Desertion on the part of Mr. Wolfe is alleged.

Justice Cole, in Equity Court No. 2, today

signed a decree granting Margaret Klesecker a divorce from Earnest C. Kiesecker by reason of desertion on the part of the latter.

A decree was also signed today by Justice Cole granting Sadie Lehman a divorce from Nathan Lehman. The complainant is authorized to resume her maiden name Gell Agnes Hinton today was divorced from William C. Hinton, Justice Cole signing a decree to that effect.

WORST THAT WAS EVER KNOWN